

SAN DIEGO – San Diego International–Lindbergh Field (SAN)



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Benchmark Results

- The capacity benchmark for San Diego International-Lindbergh Field today is 56-58 flights per hour (arrivals and departures) in both Optimum and Marginal weather. These conditions occur during the vast majority of the year.
- The benchmark rate falls to 48-50 flights per hour in IFR conditions. However IFR conditions occur very rarely at SAN.
- The IFR benchmark rate assumes single direction operations, e.g., arrivals and departures on Runway 27. However, when the visibility is below 1¾ miles, SAN will operate with arrivals to Runway 9 but performance-limited departures will use Runway 27. Lower throughput can be expected during such opposite direction operations.
- These benchmark rates represent balanced operations, with equal numbers of arrivals and departures per hour. Greater total throughput may be possible during arrival or departure peaks. Lower throughput may occur when taxiway congestion prevents full utilization of the runway.
- Planned technological improvements at SAN would increase the arrival peak capacity by 30 percent in Marginal conditions; however it does not affect the benchmark rate, which reflects an equal number of arrivals and departures. The benefit in Marginal conditions assumes that all arrivals can use CEFr to achieve visual separations, thus allowing the airport to realize the Optimum rate arrival capacity in Marginal conditions.
- The following charts compare actual hourly traffic with the calculated capacity curves for SAN.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

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<i>Weather</i>	<i>Scenario</i>	<i>Configuration</i>	<i>Procedures</i>	<i>Benchmark Rate (per hour)</i>
Optimum Rate Ceiling and visibility above minima for visual approaches (2000 ft ceiling and 3 mi visibility) <i>Occurrence: 64%</i>	Today	Arrivals on 27 Departures on 27 <i>Frequency of Use: insufficient data; facility reported configuration</i>	Visual approaches, visual separation	56-58
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		58
Marginal Rate Below visual approach minima but better than instrument conditions <i>Occurrence: 32%</i>	Today	Arrivals on 27 Departures on 27 <i>Frequency of Use: insufficient data; facility reported configuration</i>	Instrument approaches, visual separation	56-58
	New Runway	N/A		N/A
	Planned improvements (2013)	Same	Visual approaches, visual separation	58
IFR Rate Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles) <i>Occurrence: 5%</i>	Today	Arrivals on 9 Departures on 9 <i>Frequency of Use: insufficient data; facility reported configuration</i>	Instrument approaches, radar separation	48-50
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		50

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

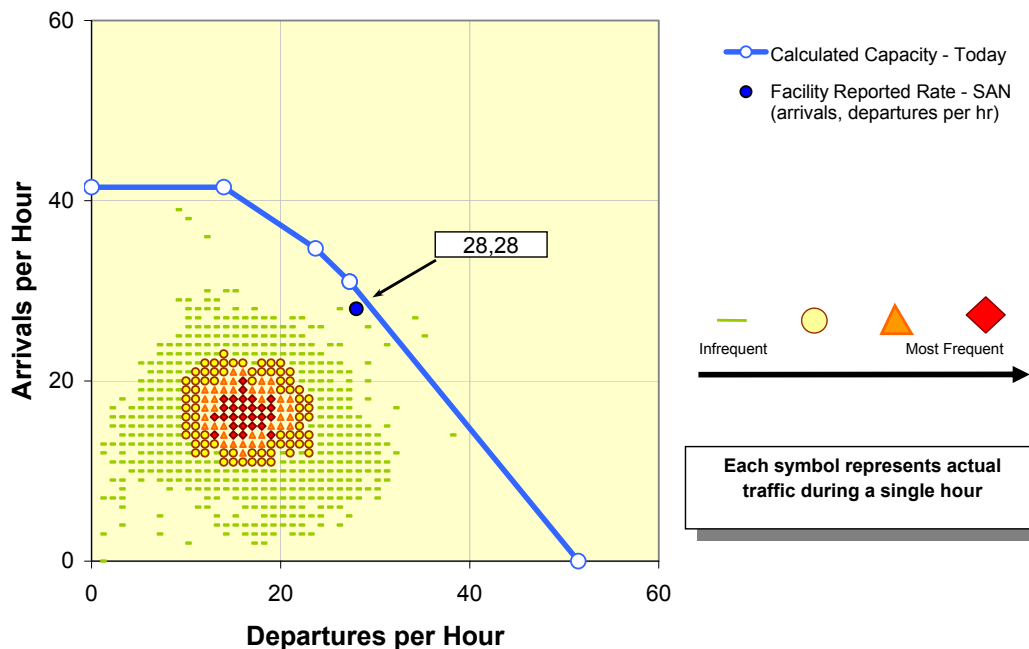
Planned Improvements at SAN include:

- CEFR, for reduced in-trail separations between arrivals in Marginal conditions.

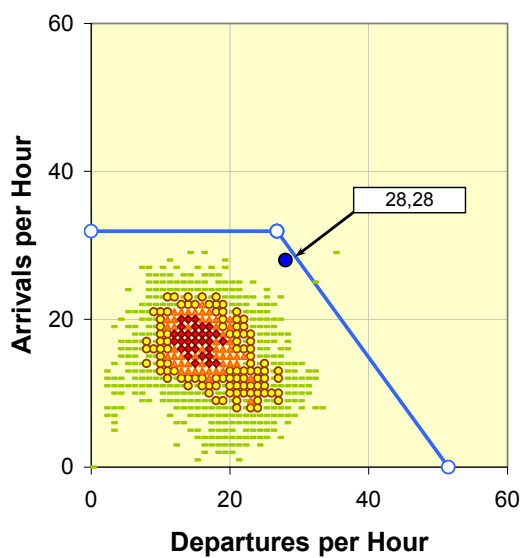
Additional information on this improvement may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

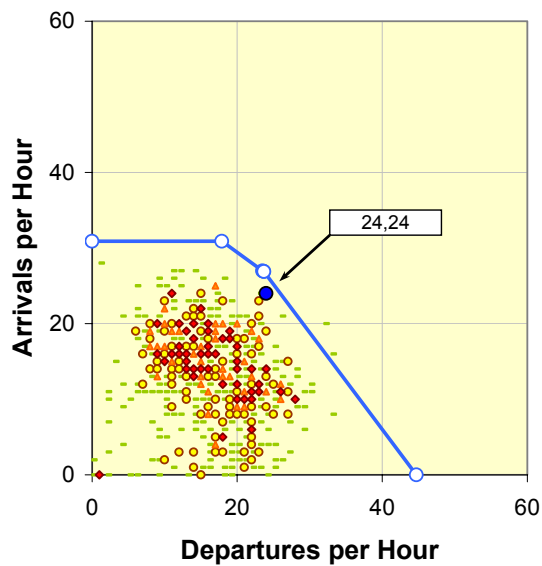
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were provided by ATC personnel at SAN.